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Russell Forrest

Assistant County Manager for Economic and Community
Development and
Gunnison County Community Development Director
221 N. Wisconsin, Ste. D
Gunnison, CO 81230

RE: Review and comment on Colorado Geological Survey's review comments generated by their review of the geological report included with the application for the Cimarron Mountain Club's Minor Impact Land Use Change Permit dated December 16, 2014.

In reference to the Colorado Geological Survey (CGS) comments suggesting extensive further core drilling, materials testing, mapping and analysis of Cimarron Mountain Club's access road and raising concerns over the applicant's ability to properly maintain access after potential future incidents of road damage, we offer the following

1. The applicant has, on immediate staff, personnel with thirty plus years of experience in designing, building, repairing and maintaining roads such as those present on site.
2. The applicant has previously committed to monthly inspections, with reports to Gunnison County on the condition of the entire road.
3. The fact that travel by conventional vehicle will be limited to times of no snow.
4. The fact that the road and the property will be closed altogether throughout the period of spring snowmelt, when potential erosion of or damage to the road, if any, is most likely to occur.
5. The availability of alternative access on the road that traverses the Youth With A Mission and Pioneer Valley properties, which access completely avoids the area of CGS concern.

The above facts should more than allay any concerns about the consequences of any potential unchecked damage to the roadway.

Mesa Engineering and Surveying of, Montrose Colorado, has been in the design, construction and inspection of mountainous roads for the past thirty five plus years. Mesa's mountainous road experience includes the design and construction oversight for Owl Creek Pass Road, Buffalo Pass Road outside Stramboat Colorado, access roads to numerous natural gas well sites, and hundreds of logging access roads through out the local area .

Mesa has inspected the subject road and has not observed any conditions that raise undue concerns regarding its safety or stability. Moreover, the subject road at Cimarron Mountain Club was constructed in a manner and to standards similar to all the roads that we have been associated with in the past, including the nearby Forest Service road that carries substantial public traffic over Owl Creek Pass. Substantial and adequate data regarding the subject road has already been collected and reviewed, including:

1. Visual observation of the existing road.
2. Actual survey of new road alignment for the horizontal and vertical alignment.
3. Detailed study of aerial photos along alignment provided by Google Maps.
4. Geotechnical and Geological Hazards Study report from Johnston Geotechnical, including data used to establish the fact that minimum widths of road were indeed over the benched cut of initial excavation.

The Geotechnical and Geological Hazards Study performed by Johnston Geotechnical was a thorough study based upon field inspections of the road and the observation of soils exposed in 12 test holes. That report concluded that "with proper maintenance, no geologic hazards were identified which would result in long term use of the road." We agree with this conclusion and reiterate that the existence of alternative access should allay any concerns about access during any periods when maintenance needs to be performed.

As built, the Cimarron Mountain Club access road exceeds Gunnison County road width standards, and appears to have been built on benches cut into the existing hill sides. Additional fill material was drifted beyond the bench cut to provide additional width to aid maintenance. The only portion of the road, approximately 150 ft., traversing an existing slide damaged area was reinforced with a rock buttress with compacted drained backfill.

The exploration program suggested by CGS is considered is excess of what is needed or appropriate for the projected use of the road. It is doubtful even if the recommended data were collected and studied, the resulting road would vary significantly from its current condition. It is our opinion, that given the availability of a secondary emergency egress road through an adjacent property (access approved by owner), the commitments made by the applicant stated above for monthly inspections, and the availability of expertise and equipment to quickly repair and maintain any damage, the monies and time required to collect all the CGS recommended data are not warranted and would be better applied to maintenance efforts.

Sincerely,

Paul A. Hendricks, PE

Principal Engineer
Mesa Engineering and Surveying Co., Inc.